

1) (amended) A method of reducing peak torque loads caused by automatic gear shifting comprising the steps of:

transmitting rotational power through a torque shock absorber having a generally cylindrical housing adapted for attachment to a [drive shaft] a flywheel turned by a crankshaft on an internal combustion engine. on one cylindrical end and to a driven shaft on the other cylindrical end;

so that peak torque loads transmitted through the torque shock absorber are reduced.

2) (amended) A method of reducing peak torque loads as in claim 1 wherein [the torque shock absorber comprises a housing having] the housing has peripheral spaced bolts through openings therein and wherein [said bolt openings are] each of said bolt openings is surrounded by a rubber bushing in the housing so that when the torque shock absorber is bolted to a driven flange peak torque loads are absorbed by the rubber bushings.

3) (amended) A method as in claim 2 wherein [the rubber bushings surround] each of the rubber bushings surrounds a steel bolt sleeve.

4) (amended) A method as in claim 2 wherein [the rubber bushings are surrounded] each of the rubber bushings is surrounded by a cylindrical steel ring to facilitate positioning with in the housing.

5) (cancelled)

6) (original) A method as in claim 5 further wherein the driven shaft is adapted to be driven by a driven flange bolted to an inner central portion of the driven end of the generally cylindrical torque shock absorber.

7) (original) A method as in 6 wherein the driven shaft inputs power to an automatic transmission.